APPENDIX H.

COORG, DATED OCTOBER 1891.

From

The Coorg Planters' Association,

To

K. SHESHADRI IYER, ESQ., C. S. I.,

Dewan Bahadur to His Highness the Maharaja of Mysore.

SIR,

We, the Representatives of the Coorg Planters' Association, have the honor to approach you, through Mr. W. F. Petrie Hay, on a subject which we believe to be of the utmost importance both to the interests of the Mysore Province and also to those of Coorg. We have observed with great satisfaction, the energy and persistence with which your Government has pushed forward Railway construction in Mysore and we are glad to know that further extensions are either sanctioned, or in contemplation. We venture, respectfully, to submit that no other section of Railway extension in your country would pay your Government better, or open up larger possibilities of trade development, than a branch line connecting with Coorg. The route, which we would submit to your favorable consideration is as follows:—Starting from Paschimavahini and running along the rich valley of the Cauvery river to Yedatore, it would there form a junction, one branch of which would run round by Hassan to Belur and Arsikere, whilst the other would run to Kutmalwadi, Hunsur, Hanigodu, Panchalli and Anichauki on the frontier of Coorg. We further, have the honor to point out a few facts in connection with the present traffic, and future probability of further development of the same by such a consummation. The average value of the exports and imports for the last six years amounts to over 51 lakhs, and this large sum would, we feel sure, be greatly increased, were our Province connected with Mysore by Railway. During 1889-90, no less than 106,000 loaded carts passed in and out of Coorg, and the coffee crop being unusually scanty in that year, this total hardly gives a fair idea of the average annual cart traffic. Moreover as the estimate of the number of carts is compiled from the returns rendered by the different toll-keepers, we may take it for granted, that this total is well within the limit of the actual number of carts, which passed the toll-gates; the freight paid on these carts, we estimate, would amount to, at least, 6 lakhs. Some idea of the large passenger traffic, likely to be obtained, may be gathered from the fact that some 50,000 coolies travel to and fro from their villages to Coorg annually, without taking into consideration the large number of pilgrims who annually proceed from Mysore to Salagram, Ramanadpur, Subramaniem and the source of the Cauvery, and, also, the numbers of Europeans and Natives whom business calls to the Province. We would also, respectfully, suggest that the portions of the Mysore country, through which the Railway would pass, would benefit materially by the opening up of fresh markets for their produce, and the further development of the trades of the many towns and villages which would be tapped by the projected line. Finally we have the honor to state that it is obvious that a line running from Paschimavahini to Anichauki would be of incomplete value to either country unless the Imperial Government would undertake on its part, to continue the Railway through Coorg, say, to Siddapur or any other suitable terminus. We are, therefore, forwarding a petition to the Viceroy praying that this may be undertaken and we have the honor to ask that, whilst sanctioning the line required in the Mysore country, you will bring all possible influence to bear on the Imperial Government with a view to the continuance of the Railway through our Province.

We have the honor to be
Sir,
Your most obedient Servants,

G. K. MARTIN,
President, Coorg Planters' Association.

H. G. PARSON,
for *Committee.*

A. LAMBERT,
Honorary Secretary, C. P. A.

JAMES ROW,
for *Committee.*